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Fifty-Ninth Annual Report
of the
Public Service Commission
of South Carolina
1936-37

JOSIAH J. EVANS, Chairman

H. W. SCOTT, Vice-Chairman

JOHN C. CONEY

B. J. PEARMAN

JAMES W. WOLFE

J. C. DARBY

JOHN B. McMILLAN

Commissioners

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IRVIN F. BELSER, Chief Counsel

A. F. WOODS, Consulting Counsel

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W. W. GOODMAN, Director, Motor Transportation

L. W. POLLARD, Director, Electrical Utilities Division

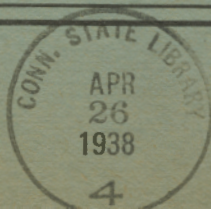
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JOINT COMMITTEE ON PRINTING
GENERAL ASSEMBLY OF SOUTH CAROLINA



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LETTER OF TRANSMITTAL

OFFICE OF THE PUBLIC SERVICE COMMISSION

Columbia, S. C., September 1st, 1937.

To His Excellency, Olin D. Johnston, Governor of South Carolina:

Sir: We have the honor to transmit herewith the fifty-ninth annual report of The Public Service Commission of South Carolina for the year ending June 30, 1937.

Yours respectfully,

JOSIAH J. EVANS, Chairman
H. W. SCOTT, Vice-Chairman
JOHN C. CONEY, Commissioner
B. J. PEARMAN, Commissioner
JAMES W. WOLFE, Commissioner
J. C. DARBY, Commissioner
JOHN B. McMILLAN, Commissioner

MARY E. CARR, Secretary.

PART I.

ANNUAL REPORT OF THE PUBLIC SERVICE COMMISSION OF SOUTH CAROLINA

To the General Assembly of South Carolina:

The Public Service Commission has the honor to respectfully submit for your consideration this its fifty-ninth annual report.

RAILROADS

The annual inspection of all railroads operating in the State was made in November and December, 1936. Stations, structures and right-of-way, bridges and road beds were found to be in an excellent and safe condition generally.

RAILROADS ABANDONED

There were no railroads abandoned during the fiscal year. However, an application was made to the Interstate Commerce Commission by the Bennettsville and Cheraw Railroad seeking authority to abandon that portion of its line extending from Brownsville to Sellers, a distance of approximately 18 miles, all in Dillon, Marion and Marlboro Counties. Since this part of the Bennettsville and Cheraw Railroad was constructed principally for hauling timber which has all been cut, and there not being sufficient other traffic to pay operating expenses, an investigation made by this Commission resulted in no objections being made by the County Delegation or other parties residing in the territory. The Interstate Commerce Commission has issued its certificate authorizing the abandonment of this line effective August 19, 1937.

STATIONS AND SIDE TRACKS

Applications were filed to discontinue agency service at three stations during the year as follows: On the Atlantic Coast Line at Mars Bluff and Tatum; on the Seaboard Air Line at Floydale, all three applications being denied. As referred to in our last annual report, the Commission denied petitions of the Seaboard Air Line to discontinue its agency at Wiggins, and on the

Southern Railway at Hopkins; both of these orders being appealed to the Circuit Court. Under date of April 14, 1937, Circuit Judge Ramage issued a permanent injunction against the Commission enjoining the enforcement of its order as to Wiggins, and authorizing the Seaboard Air Line to discontinue the agency at that point forthwith. The Hopkins matter is still pending before the Circuit Court. Railroads were authorized to dismantle and remove side tracks at Dixie and Bussy's Spur, to dismantle the depot at Pregnalls and substitute therefor a standard passenger booth for accommodation of the few passengers at that point, and to abandon and remove passenger booth at Sumter Junction and to eliminate that station as a flag stop. Application of the Seaboard Air Line to dismantle the depot at Morrisville was denied.

PASSENGER TRAIN SERVICE

Several applications were made during the year requesting changes in schedule of passenger trains, all of which were approved. The Atlantic Coast Line was authorized to discontinue Chand and Fersners as flag stops for the passenger trains; the Southern Railway was authorized to discontinue Arthur, Elsie, Barr, Summerland, Hibernia, Bouknight and Fredonia as flag stops.

The usual seasonal change for the winter season in the routing of trains 31 and 32, the Southern Railway's Augusta Special was made commencing December 9, 1936, and ending March 14, 1937, this train being routed during this period via Blackville.

FREIGHT RATES AND CLASSIFICATION

There were heard during the year, 68 rate cases, 12 formal and 56 informal, all of which have been disposed of by formal orders, except one which is pending for decision. Practically all of the decisions in these cases resulted in reductions in rates and classification and liberalized rules. The carriers generally have continued in effect all truck competitive rates that were established during the depression years.

As referred to in the last annual report, this Commission intervened in a complaint filed by the Georgia Public Service Commission attacking the rates on watermelons from Southern producing points to all destinations.

This complaint was heard before an examiner of the Interstate Commerce Commission at Atlanta, Georgia, commencing Tuesday, March 14, and lasting throughout the week. The case for the South Carolina interests being prosecuted by the Commission's Rate Expert. Briefs were filed in the case July 1, and it is hoped that a favorable decision by the Interstate Commerce Commission will be reached by the first of the year.

Since the early part of 1935, the various Southern States' Regulatory Commissions have been actively engaged in the matter of bringing to the attention of the entire South and its people the importance of joint action being taken in an effort to have the differentials in freight rates between points in the South and points in other territories, particularly the North and East, abolished, and to place the South on a mile for mile parity with other sections of the country in this important matter. A series of conferences, each of which has been attended by members of this Commission, have been held at Washington, Atlanta and other points, and under date of September 25, 1936, a joint petition on behalf of the Regulatory Commissions of all the Southern States and various shippers therein was filed with the Interstate Commerce Commission praying that that Commission institute an investigation of the intra-territorial class rates in effect within Southern territory and between Southern Territory and Official Territory which has been docketed by the Interstate Commerce Commission as No. 27655. Mr. Wilbur LaRoe, nationally known Commerce Attorney of Washington, D. C., has been employed to prosecute the case on behalf of Southern interests. Hearings will undoubtedly be commenced during the early part of 1938. In the meantime, the Southern Governors' Conference, headed by Governor Bibb Graves of Alabama, as Chairman, has filed another complaint along the same lines as to commodities produced in the South with the same end in view.

The Atlantic Coast Line, Seaboard Air Line and Southern Railway have all established very low rates on pulpwood to Charleston and Georgetown, effective December 9, 1936, from points in the Eastern part of the State, which will be of material advantage to farmers in disposing of pine pulpwood to the two new paper mills recently established at these two points.

NEW DEPOTS AND OTHER BUILDINGS

Atlantic Coast Line Railroad Company:

Eutawville, S. C.—Combination passenger and freight station constructed to replace building destroyed by fire.
Covered platform constructed to replace platform destroyed by fire.

Columbia, S. C.—Shed constructed over platform at Gervais Street station.

Charleston, S. C.—North Station—Improvement to sanitary facilities.

Loris, S. C.—Covered platform added to combination station.

Raleigh & Charleston Railroad:

Marion, S. C.—Cotton platform erected. Motor car house erected.

Southern Railway Company:

Columbia, S. C.—Shed over platform constructed.

Barnwell, S. C.—New vegetable shed constructed.

Branchville, S. C.—Covered vegetable shed constructed.

Elko, S. C.—Extension vegetable shed and platform constructed.

Kline, S. C.—Vegetable shed constructed.

St. George, S. C.—Shed constructed over vegetable platform.

Catawba River, S. C.—Pump house constructed.

Andrews Yard, S. C.—Boiler shop constructed.

ACCIDENTS

The railroad companies report that for the year ending December 31, 1936, twenty-nine passengers were injured; of employees, ten were killed and two hundred twenty-nine injured; of persons other than passengers or employees, seventy-one were killed and one hundred fifty-seven injured; making a total of eighty-one killed and four hundred fifteen injured.

The above figures include casualties at grade crossings—twenty-four killed and ninety-four injured.

EXPRESS COMPANIES

Both express companies have continued in effect reductions in their rates, classifications and accessorial charges during the

year, and no complaints have been made to the Commission in connection with the service being rendered by these two companies.

ELECTRIC STREET RAILWAY—BUS TRANSPORTATION

The Annual Report of the Commission for 1935-1936 outlined the proceedings that had taken place on a petition of the City of Columbia for substitution of buses for electric street railways to furnish transportation in the City of Columbia and its environs. All details having been worked out for final elimination of electric street railways and substitution of buses therefor, the change was made in November, 1936. At this time additional routes and schedules were inaugurated.

The City of Greenville petitioned the Commission to allow the Duke Power Company to eliminate all electric street railways and substitute trackless trolleys and gasoline buses therefor. The proposed change in the transportation facilities provided for extensions of service into communities not then being served. After going fully into the matter and satisfying itself that more people in the City of Greenville and its environs would be served by this change the Commission issued its Order No. 2131 dated February 24, 1937, allowing the substitution petitioned for. On account of the time required to secure the necessary equipment the substitution has not been made at this time. On account of being much more flexible the Commission believes the substitution of buses for electric street railways will be of material advantage to the people using these facilities as a method of transportation.

The McCravy Transfer Company petitioned the Commission to allow it to furnish passenger transportation between Cayce and the City of Columbia to the exclusion of the Broad River Power Company and after hearing, the Commission decided that the inhabitants of the Town of Cayce would be better served by placing the responsibility for this service upon one company instead of two as at that time and, accordingly, issued its order granting the petition of the McCravy Transfer Company to render this service and requiring the McCravy Transfer Company and the South Carolina Electric and Gas Company to exchange transfers in connection with their passenger fares.

TELEGRAPH COMPANIES

Telegraph Companies operating in the State have continued to render satisfactory service and the Commission has received no complaints from this source.

A number of special rates for holiday greetings and seasonal messages were filed with the Commission during the period covered by this report.

Seasonal independent telegraph offices were established by the Western Union Telegraph Company at Blackville, Fairfax, Holly Hill, and Meggetts to aid in the movement of fruits and vegetables and to remain open during the seasons in which these movements were made.

Both the Postal Telegraph and Cable Company and the Western Union Telegraph Company revised and liberalized their night letter rates and method of counting figures in all messages. Under the revised night letter rates the cost of a twenty-five word message intrastate will be reduced by 20% and the cost of a one hundred word message will be reduced by 30%. Other lengths of messages will be reduced proportionately. Under the revised method of counting figures and punctuation marks five (5) figures and/or punctuation marks will be counted as one word where each figure and/or punctuation mark was formerly counted as one word.

TELEPHONE COMPANIES

Complaints received by the Commission on account of telephone rates and service increased during the fiscal year ending June 30, 1937, over those received during former years. All of these complaints, however, have been handled and adjusted without formal hearings.

The Greenwood Telephone Company completed its dial telephone system and placed it in service on August 1, 1936, replacing the common battery system then in use. A representative of the Commission was present to witness the change over. The new system seems to be giving excellent service.

The Southern Bell Telephone and Telegraph Company changed its magnito telephone system at Prosperity, S. C., to community dial during this period and is now planning to make the same change in several of its other exchanges.

After a series of conferences with representatives of the Southern Bell Telephone and Telegraph Company the differential for hand sets or french-type telephones was changed so as to eliminate this additional charge after a customer had paid 25c per month for eighteen (18) consecutive months or until \$4.50 had been paid for the use of this type instrument. This change effected a saving of approximately \$30,000.00 per year to the telephone subscribers of the Bell Company.

A number of conferences have been held between Telephone Company officials and representatives of the Commission looking to a further revision of telephone rates and charges in South Carolina in compliance with a provision in the General Appropriation Bill for 1937-1938.

The Home Telephone Company of Georgetown placed its Myrtle Beach Exchange in service during the year and completed its toll line between Myrtle Beach and Georgetown. It also rebuilt and added to its toll line from Georgetown to Lanes so as to improve the service and take care of additional business into and out of Georgetown and Myrtle Beach.

WATER UTILITIES

There being only five (5) privately owned water utilities operating in the State, the Commission has received very few complaints from this source. The complaints that have been received were handled informally and adjusted without formal hearings. Some water meters were tested during the year by a representative of the Commission.

GAS UTILITIES

Complaints received by the Commission on account of gas rates and service were fewer during the period covered by this report than in former years.

All complaints were handled informally and adjusted without formal hearing. Some gas meters were tested by a representative of the Commission upon request of consumers and others upon request of the utilities.

Several conferences were held with representatives of Gas Companies, which resulted in reductions in gas rates which reductions will result in a saving to the gas customers of these utilities of approximately \$32,000.00 a year.

ELECTRICAL UTILITIES DIVISION

The Electrical Utilities Division works under an Act of the General Assembly, regulating persons, corporations, etc., engaged in the generation, transmission, delivery, or furnishing of electricity for lighting, heating, power, etc., as approved by the Governor on April 8, 1932.

This Division is charged with the duty of investigating electric utilities operating in South Carolina, working up information upon which the Commission can establish a present fair value of their properties, recommending to the Commission, whenever necessary, the readjustment of rates, investigating complaints looking toward correction of conditions from which they arise, studying of the operating and financial affairs of the various companies, and doing such other things delegated by the Commission to put into effect the various other features of the Regulatory Act.

Valuation and Appraisal

During the year 1936-1937 the Electrical Utilities Division has been engaged in making a valuation of the properties of the Duke Power Company. This property also includes the properties of the old Southern Public Utilities Company, which is now owned under the corporate name of Duke Power Company. The Duke Power Company controls the largest amount of electrical utility property in the State, furnishing 650,000,000 kilowatt hours through 41,965 meters to consumers in South Carolina. The work of this valuation has been pushed during the year and is now nearing completion. It has been conducted along the following lines:

All overhead systems have been inventoried and appraised by members of this Division. All step-up and step-down substations have been appraised and some completely inventoried to check inventories made by J. E. Sirrine and Company. All hydro and steam generating stations have been appraised by the Division's engineers and checks have been made of the inventories made by J. E. Sirrine and Company in nearly every instance. This appraisal has been made on the basis of reproduction cost new. The Division is now engaged in applying depreciation studies to the figures obtained in order to arrive at a fair value.

The Division has greatly increased its store of price information during the past year, which will greatly benefit its work in future appraisals. It also made studies of power cost, both hydro and steam, which will be useful in arriving at prices for power delivered at various points of interconnection and use within and without the State.

The Division has put a great deal of work upon the subject of allocation, which is helpful in the determining of power company property used and useful in the service of South Carolina. Certain properties located within the State are devoted to supplying service both without and within the State. The determining of this is part of the work of allocation and is of unquestioned benefit to the electric consumers within the State of South Carolina.

A complete inventory and appraisal has been made of the properties of the Santee River Hardwood Company located in St. Stephens and serving this entire community. An order has been issued on this company requiring it to install metering on service to all property owned by it and now served at a flat rate. This places all service on an indiscriminatory basis, and after these meters have been in use for a short time and with a valuation of this property made by the Utilities Division, it will be possible to determine whether there should be a readjustment of electric rates in this community.

The Division, in an endeavor to obtain a man-hour performance on the labor of constructing overhead lines, placed an engineer on the McCormick-Calhoun Falls transmission line, then being constructed by the South Carolina Power Company, for the purpose of keeping complete data and properly analyzing this data in order that it might be made use of in future valuation work. This will give first hand labor performance data which heretofore has not been available in this locality, for application to lines and labor specifically within the State of South Carolina.

Petition has been made to the Commission for the merger of the Lexington Water Power Company and South Carolina Electric & Gas Company (formerly Broad River Power Company). This merger was not granted during the present fiscal year, but it was held up for a study of the benefits to be obtained by the consumers of the various distributing companies which are affected by this merger. This study involves the determination of the price of exchange power between the two companies that would be merged. Some of this power is hydro power generated

at Lake Murray; some is steam power generated at Parr Steam Plant, and some is hydro power from the Columbia Canal plant.

Order E-241, issued by the Commission on October 28, 1936, and served on the Duke Power Company, made an immediate rate reduction of \$325,000 to the company's South Carolina consumers.

Order E-249, issued on January 8, 1937 on the Broad River Power Company (now South Carolina Electric & Gas Company) effected a rate reduction of \$65,600.

Order E-352, dated February 17, 1937, and served on the Belton Light and Power Company, made effective a rate reduction of \$4,000 to that company's consumers.

Order E-357, served on the Kershaw Oil Mill on April 28, 1937, effected a rate reduction of \$2,200 in the Town of Kershaw.

Order E-254, Docket 1530, served March 16, 1937, effected a contract between the South Carolina Electric & Gas Company and the South Carolina Power Company for the interchange of power. This order provided:

1. For the construction of 110,000 volt transmission line from the Lyles Substation in Columbia to interconnect with the South Carolina Power Company's system at Bowman.

2. The extension of the present Columbia-Batesburg 110,000 volt transmission line to the Stevens Creek hydro plant located on the Savannah River above Augusta, Georgia.

Part one provides for the supply of 4,000 kilowatts of power at Bowman. This will greatly benefit the service rendered to the consumers on the South Carolina Power Company's system. The voltage regulation will be much improved, and there will be ample power available for all cotton gins now being served from the company's lines. Communities affected will be Summerville, Dorchester, St. George, Branchville, Bamberg, Denmark, Blackville, Barnwell, Allendale, Beaufort, and the neighboring areas served from the company's lines.

Part two will permit power which is now wasted at Stevens Creek hydro to be transmitted from there to the Lyles Substation in Columbia for distribution, and by the substitution of this power for power produced from water stored in Lake Murray, the latter will be saved for use in times of low stream flow, thus conserving a natural water resource with a consequent benefit to consumers on all parts of the system.

Other transmission lines which have been built during the year are the Hartsville-Florence line, by means of which service at Florence and vicinity is insured against interruptions to a much greater extent than previously was possible. There are now three ways of feeding this area. A new transmission line has been built from St. George to Walterboro which, in conjunction with the new Columbia-Bowman line, gives further benefit to regulations to Walterboro and vicinity. A transmission line has been built from the Stevens Creek generating station on the Savannah River above Augusta to North Augusta on the South Carolina side of the river. This is in line with the Commission's efforts to have within the State as many of the lines serving the State as is possible. This saves the difficulties and disputes of allocating such lines partly to the service of South Carolina consumers and partly to the service of customers outside the State. There has been a new transmission line built from McCormick to Calhoun Falls and one from the Paper Mill at Charleston to the South Carolina Power Company. The latter will make available to the South Carolina Power Company at Charleston, in the event of a breakdown of its facilities, about 3500 kilowatts of capacity.

Accounting

During the last fiscal year the Commission's accountants have been determining the original construction costs of the properties of the Duke Power Company, Charlotte, N. C. These properties, as shown on the books of the Company for the two states, are approximately \$190,000,000. Their construction dated back to 1900, and prior to that year. In addition to determining the original construction costs, wherever the records were available, the gross additions and retirements were reconciled and brought up to date of June 30, 1936. Wherever possible these properties were segregated as to location between North and South Carolina. It was necessary, in various instances, to follow these properties through numerous predecessor companies and mergers into the present Duke Power Company.

In addition to the determining, wherever possible, of the original construction costs, the accounting department has made an examination of the operating revenues and expenses which necessarily were divided between the operations of the electric, gas,

water, and transportation departments, in addition to the segregation between operations applicable to the two States. In order to make proper segregations between States and Departments it was necessary to make a detailed study of each subsidiary of the Duke System and compile the information found into a consolidated statement.

The gross revenue of Duke Power Company (consolidated) for the calendar year ended December 31, 1936, amounted to some \$24,000,000.

The accounting department has been called upon time and again to assist in hearings before the Commission as to the Lexington Water Power Company's and South Carolina Electric and Gas Company's proposed merger. This department has also assisted in special investigations in the gathering of data on all companies operating in South Carolina. Comparative studies were made to ascertain monies paid to the holding companies by the various operating companies, with the view of determining the reasonableness and legitimacy of these payments, such as management fees, engineering fees, purchasing fees, advisory services, system expenses, and various other specially termed charges.

The Santee-Cooper Package Company and the Santee River Hardwood Company were examined by this department and it was found that their books and records were inadequate to properly determine the correct operating revenues and expenses of the companies. In these, and similar instances, the Commission has directed these companies to install modern accounting systems.

For more than a year the Federal Government kept several accountants at work revising the depreciation bases of the Duke System as far back as the year 1914. They adjusted and applied the allowable depreciation for the years 1932, 1933, 1934, and 1935, and also disallowed other items which the Duke system claimed on their Income Tax Report. The completed report as filed by the Government accountants comprised some several hundred typewritten pages of Schedules, Exhibits and Comments. As all of their work was set up on a system basis it was necessary for the Accounting Department to rework the report in detail from 1932, in order to segregate between states and departments the additional taxes assessed, amounting to some \$2,000,000.

Rural Electrification

During the fiscal year, ending June 30, 1937, there has been a continued construction by the privately-owned power companies of electric distribution lines to serve the farms and rural communities of the State. Because of the co-operation between the Commission and its engineers and the companies and their employees in an effort to serve the farmers of South Carolina, many hundred miles of rural electric lines have been built and several thousands of rural customers have been added to the various systems.

During the fiscal year, the Commission has secured from the privately owned companies approval for the construction of 458 rural electric extensions and some 1,047 miles of rural distribution primary and secondary lines have been built to serve 4,566 customers. In addition to these, various municipal distribution systems, over which the Commission has no regulatory powers and to which they do not report, have constructed a good many miles of rural lines.

According to the best obtainable information that the Commission could secure, up to July 1, 1937, some 11,000 South Carolina farms were being served by the privately-owned power companies.

The United States Census for 1930 states that there were, at that time, 157,931 farms in South Carolina and that, on these farms, there were 102,768 tenants or share-croppers. Of these tenants and share-croppers, 77,425 were negroes. Or, in other words, 65.1 per centum of the State's farm population is composed of the non-owner class. There were, therefore, only 55,163 owned farms in the State.

In building up statistics on the spread of rural electrification, it has been customary to compare the States on a percentage basis, using the total number of farms compared with those electrically served as a percentage unit of comparison. This sort of method, when South Carolina's large rural tenant and negro population is taken into consideration, will make the States that have heavy white farm-owning populations show more favorably than this State; but, when the 55,000 owned farms are considered and when it is known that 11,000 farms have been served—these largely in the past few years—the growth of rural electrification in this State has been nothing short of astounding. Based upon 55,000

owned farms, these electrically served have increased from 6.7 per centum in 1932 to 20 per centum in 1937.

In connection with the Rural Electrification Authority, the Commission has worked in close harmony with it and has assisted it in every way possible.

Rates

Electric rate reductions during the fiscal year ending June 30, 1937, as compared with the same period 1935-1936, are shown as follows:

	Year 1935-1936	Year 1936-1937
Residential Service	\$263,873	\$175,239
Commercial Service	179,949	141,000
Power	4,225	219,000
Other	8,850	10,600
Gas		31,600
Total	<hr/> \$456,927	<hr/> \$577,439

Since 1932 residential and domestic service customers, a predominating majority, have received the larger benefits in rate reductions, and at the same time have increased their percentage of use more than any other group. In 1932, the average annual use for each residential customer was 632 kilowatt-hours, at an average rate of 6.04 cents per kilowatt-hour. At the end of this fiscal year this annual use had been increased to 946 kilowatt-hours for each customer, with an average rate of 3.86 cents per kilowatt-hour, an increase in use of 49.6 per centum, with a 36.15 per centum lower rate.

The consistent policy of the Commission since 1932 has been to decrease the number and complexity of rate structures. This especially has been the case in domestic rate schedules. The rate schedules for one company have been reduced from 32 rates for this type of service to a single rate schedule, and this is available throughout the company's entire territory.

On December 1, 1934, two of the operating utility companies introduced what was termed an "objective" rate. This rate schedule was so designed as to give the customer the benefit of increased use of energy without a corresponding increase in cost. In January, 1937, one of the utility companies felt that the "ob-

jective" rate plan had served its purpose and withdrew it introducing a new rate lower than the then "objective" rate, allowing this latter to become available to all customers. At the present time only one utility has remaining the objective type rates. Cheaper rates have brought about much greater use of electric devices for performing household duties. Cheaper rates have also been of great importance to the rural territories where the farmer has been able to make use of electric energy for such services as water pumping, brooding, cooling of milk, grinding of grain, general farm chores, and for many other uses.

The following table shows a summary and classification of rate reductions obtained since 1932.

**SUMMARY OF RATE REDUCTIONS AND SAVINGS TO SOUTH CAROLINA CONSUMERS
SINCE 1932**

	Residential	Commercial and Small Power	Industrial Power	Street Lighting	Other Electric	Gas	Telephone	Red. Obt. Dur- ing Year	Saving to Consumers for Calendar Year
1932	\$105,156	\$69,513	\$171,746	\$16,118	\$3,600	\$9,516	.....	\$375,649	\$63,895
1933	88,183	54,699	168,723	14,700	3,197	.....	.....	329,502	567,722
1934	247,639	137,854	251,127	6,500	3,290	26,000	.....	672,410	809,246
1935	55,000	40,193	30,100	.....	41,570	.....	\$160,000	326,863	1,679,846
1936	308,873	242,949	193,255	.....	12,280	63,960	.....	821,317	2,231,159
Accumulated Savings to Customers 1932				Deal 1936					\$5,351,868
1937 to date* ...	\$130,239	\$78,849	\$31,900	.....	\$2,050	\$13,600	.....	\$256,638	\$2,758,536
Total Reductions	935,090	624,057	846,851	37,318	65,987	113,076	160,000	2,782,379	.....
Total Accumulated Savings 1932-1937									\$8,110,403

* Aug. 1, 1937.

MOTOR TRANSPORT DIVISION

The work of this Division is to enforce the Motor Vehicle Carriers' Law of the State, Sections 8507-8524 of the Code of Laws of South Carolina, 1932, as amended. This law provides for the regulation, supervision, and control of persons, firms, corporations, et cetera, operating motor vehicles used in the business of transporting persons or property for compensation over the highways of this State, and imposes license fees to cover the cost of administration of the law. The Commission, due to a lack of funds, has not been able to fully regulate the motor carriers under the law. This is now particularly true in the matter of motor carrier freight rates. No funds or facilities are available for the handling of such rates, and with the now enormous

volume of freight moved by motor carriers it is, in our opinion, highly important that provision be made to regulate the rates of these carriers.

The Motor Vehicle Carriers' Law was not designed as a revenue measure but instead a regulatory one. The motor carriers pay license fees to the State Highway Department for the operation of their vehicles upon the highways, and then pay to this Commission motor carrier fees for the regulation of that industry. The fees paid to this Commission for the regulation of motor carrier operations in this state are now more than double the amount necessary to properly regulate such operations, however, the Commission's regulation of these carriers is limited by annual appropriations which are insufficient to permit the Commission to carry out fully the terms of the Motor Carrier Law. In other words: the motor carriers are paying for a full regulation of their operations, and are being denied such regulation by insufficient appropriations, which are paid from the fees collected from the motor carriers.

With the growth of the motor carrier industry in this State, together with the better enforcement of the Motor Carrier Law made possible by the increase in our staff of inspectors, the work of this division has constantly and rapidly increased, as evidenced by revenue receipts as shown in the following:

Calendar year 1929	\$ 20,845.99
Calendar year 1930	39,013.32
Calendar year 1931	57,310.17
Calendar year 1932	57,471.26
Calendar year 1933	63,951.14
Calendar year 1934	81,300.07
Calendar year 1935	87,881.71
Calendar year 1936	125,498.75
Fiscal year 1934-1935	86,060.40
Fiscal year 1935-1936	103,841.91
Fiscal year 1936-1937	155,945.57

During the period of this report, fourteen public hearings were held in connection with motor transportation matters. The Commission handled three applications for bus certificates for 328 miles of highway. Two of these applications, for 202 miles of highway were granted, and one application, for 126 miles of highway was denied. The Commission also handled five applications for motor freight certificates, for 715 miles of highway.

Three of these applications, for 419 miles of highway were granted, and two applications, for 296 miles of highway were denied. Two applications, heard prior to this period, for 544 miles of highway, are pending.

In addition to the hearings held in connection with applications for certificates, several hearings were held in connection with schedules, transfers, and enforcement of rules.

Many matters pertaining to motor transportation were disposed of by conference, and by correspondence. More than fifteen thousand letters, notices, et cetera, were sent out by the staff of the Motor Transport Division.

During the period covered by this report, the six inspectors of this Division collected in revenue \$47,880.05, for a total cost of (salary and expense) \$16,289.92, or net revenue to the Division of \$31,590.13. The work of inspectors has been greatly handicapped by the lack of transportation. The appropriation for travel as made is not sufficient to allow these men to use their automobiles regularly and it is impossible for them to properly perform their duties traveling by railroad or motor bus. It is, therefore, respectfully recommended that motor vehicle equipment be furnished for these men to properly perform their duties.

In order to properly handle the ever increasing work of this Division, it is respectfully recommended that provision be made for six additional employees: one rate clerk, one cashier, two steno-clerks, and two inspectors, and that provision be made for procuring the necessary office equipment in order to properly handle and protect the important records of this Division.

Lists of Certificates of Public Convenience and Necessity now in effect, and statements showing receipts, disbursements, and expenses, incurred in connection with the administration of the Motor Vehicle Carriers' Law, will be found in Part II of this report.

Respectfully submitted,

JOSIAH J. EVANS, Chairman

H. W. SCOTT, Vice-Chairman

JOHN C. CONEY, Commissioner

B. J. PEARMAN, Commissioner

JAMES W. WOLFE, Commissioner

J. C. DARBY, Commissioner

JOHN B. McMILLAN, Commissioner

MARY E. CARR, Secretary.

PART II.

RAILROAD COMPANIES OPERATING IN SOUTH CAROLINA—JUNE 30, 1937

Name of Company	Officers	Official Address
Atlantic Coast Line Railroad	George B. Elliott, President	Wilmington, N. C.
The Atlanta & Charlotte Air Line Railway	R. Randolph Hicks, President	49 Wall St., New York, N. Y.
Augusta Northern Railway	M. C. Woods, President	Marion, S. C.
Bamberg, Ehrhardt & Walterboro Railway	W. C. Wolfe, President	Orangeburg, S. C.
Blue Ridge Railway	Fairfax Harrison, President	Washington, D. C.
Bennettsville & Cheraw Railroad	J. W. Fletcher, Superintendent	Anderson, S. C.
Buffalo, Union-Carolina Railroad	J. R. Page, President	Aberdeen, N. C.
Carolina & Northwestern Railway	A. T. Dampier, Superintendent	Bennettsville, S. C.
Carolina Western Railroad	F. W. Symmes, President	Greenville, S. C.
Charlotte, Monroe & Columbia Railroad	Fairfax Harrison, President	Washington, D. C.
Charleston & Western Carolina Railway	L. T. Nichols, Assistant to Vice-President	Chester, S. C.
Chesterfield & Lancaster Railroad	J. M. Camp, President	Franklin, Va.
Clinchfield Railroad Company	L. R. Powell, Jr., President	Norfolk, Va.
Columbia, Newberry & Laurens Railroad	W. H. Edmunds, Superintendent	Cheraw, S. C.
Due West Railway	George B. Elliott, President	Wilmington, N. C.
Georgia & Florida Railroad	L. S. Jeffords, Superintendent	Augusta, Ga.
Greenville & Northern Railway	L. R. Powell, Jr. and Henry W. Anderson, Receivers	Norfolk, Va.
Hampton & Branchville Railroad	W. H. Edmunds, Superintendent	Cheraw, S. C.
Lancaster & Chester Railway	L. H. Phetteplace, General Manager	Erwin, Tenn.
Marion & Southern Railroad	J. P. Taylor, President	Columbia, S. C.
Pickens Railroad	R. S. Galloway, President	Due West, S. C.
Raleigh & Charleston Railroad	W. V. Griffin and H. W. Purvis, Receivers	Augusta, Ga.
	H. W. Purvis, Receiver and General Manager	Augusta, Ga.
	F. E. Gary, President	Greenville, S. C.
	W. F. Lightsey, President	Hampton, S. C.
	Elliott W. Springs, President	Lancaster, S. C.
	L. R. Powell, Jr., President	Norfolk, Va.
	W. J. Lytton, Superintendent	Marion, S. C.
	G. A. Hume, President	Muskegan, Mich.
	J. D. Darsey, General Manager	Pickens, S. C.
	L. R. Powell, Jr. and H. W. Anderson, Receivers	Norfolk, Va.
	J. S. Crews, General Superintendent	Marion, S. C.

Rockton & Rion Railway	H. J. Phillips, President	Rion, S. C.
Seaboard Air Line Railway	L. R. Powell, Jr. and H. W. Anderson, Receivers	Norfolk, Va.
	W. L. Stanley, Chief Public Relations Officer	Atlanta, Ga.
Southern Railway	Fairfax Harrison, President	Washington, D. C.
Southern Railway—Carolina Division (Officials same as Southern Railway)		
Ware Shoals Railroad	Benjamin O. Riegel, President	New York, N. Y.
	C. P. Gordon, Secretary	Ware Shoals, S. C.
TERMINAL COMPANIES		
Charleston Union Station Company	Lyman Delano, President	Wilmington, N. C.
	W. D. McCaig, Comptroller	Wilmington, N. C.
Columbia Union Station Company	John B. Hyde, President	Washington, D. C.
	T. H. Seay, Comptroller	Washington, D. C.
North Charleston Terminal Company	John B. Hyde, President	Washington, D. C.
	T. H. Seay, Comptroller	Washington, D. C.
Port Utilities Commission of Charleston, S. C.	John D. Rooney, General Manager	Charleston, S. C.
ELECTRIC RAILWAYS		
Piedmont & Northern Railway	F. H. Cothran, President	Charlotte, N. C.

**ACCIDENTS TO PERSONS RESULTING FROM THE MOVEMENT OF RAILROAD TRAINS,
LOCOMOTIVES AND CARS AND FROM OTHER CAUSES IN CONNECTION WITH
THE RAILROADS IN STATE OF SOUTH CAROLINA FOR THE
YEAR ENDING DECEMBER 31, 1936**

Name of Company	Pas-sengers		Em-ployees		Other Persons		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Atlantic Coast Line Railroad Company	9	4	22	17	22	21	53
*The Atlanta and Charlotte Air Line Railway Co.
Augusta Northern Railway Company
Bamberg, Ehrhardt & Walterboro Railroad Co.
Bennettsville & Cheraw Railroad Company
Blue Ridge Railway Company	1	1	1	1
Buffalo, Union-Carolina Railroad Company
Clinchfield Railroad Company	2	..	1	..	3
Carolina & Northwestern Railway Company
Carolina Western Railroad Company	2	10	2	10
Charleston & Western Carolina Railway Co.	2	5	2	9	4	14
Charlotte, Monroe & Columbia Railroad Co.
Chesterfield & Lancaster Railroad Company	1	..	..	..	1
Columbia, Newberry & Laurens Railroad Co.	1	..	..	..	1
Due West Railway Company
Georgia & Florida Railway	1	1	1	1
Greenville & Northern Railway Company
Hampton & Branchville Railroad & Lbr. Co.
Lancaster & Chester Railway Company	6	..	2	..	8
Marion & Southern Railroad Company
Pickens Railroad Company
Raleigh & Charleston Railroad Company
Rockton & Rion Railway
Seaboard Air Line Railway Company	9	..	113	18	55	18	177
Southern Railway Company	5	4	49	29	47	33	101
*Southern Railway Company—Carolina Division
Ware Shoals Railroad Company
TERMINAL COMPANIES								
The Port Utilities Com. of Charleston, S. C.	1	..	..	..	1
North Charleston Terminal Company
Charleston Union Station Company
Columbia Union Station Company
ELECTRIC RAILWAYS								
Piedmont & Northern Ry. Co. (Interurban)	6	..	29	1	9	1	44
TOTAL	29	10	229	71	157	81	415

*Included in Southern Railway Report.

ELECTRIC STREET RAILWAY—BUS TRANSPORTATION COMPANIES OPERATING IN SOUTH CAROLINA—JUNE 30, 1937

Name of Company	Localities Served	Officers	Address
Broad River Power Company	Columbia, S. C.	R. D. Jennison, President	New York, N. Y.
Duke Power Company	Anderson, Greenville and Spartan- burg, S. C.	N. H. Coit, Vice-Pres. & Gen. Mgr. ...	Columbia, S. C.
South Carolina Power Company	Charleston, S. C.	G. G. Allen, President	New York, N. Y.
		E. C. Marshall, Vice-President	Charlotte, N. C.
		E. A. Yates, President	New York, N. Y.
		E. L. Godshalk, Vice-President & Gen- eral Manager	Charleston, S. C.
Suburban Transit Company	Columbia-Cayce, S. C.	E. P. Fulmer, Vice-President and Gen- eral Manager	Columbia, S. C.

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EXPRESS COMPANIES OPERATING IN SOUTH CAROLINA—JUNE 30, 1937

Name of Company	Officers	Address
Railway Express Agency, Inc.	L. O. Head, President	New York, N. Y.
Southeastern Express Company	J. E. Skaggs, President	Atlanta, Ga.

TELEGRAPH COMPANIES OPERATING IN SOUTH CAROLINA—JUNE 30, 1937

Name of Company	Officers	Address
Postal Telegraph-Cable Company	G. S. Gibbs, President	67 Broad St., New York, N. Y.
The Western Union Telegraph Company.....	R. B. White, President	60 Hudson St., New York, N. Y.

TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1937

Name of Company	Exchanges	Managing Officer	Postoffice Address
American Telephone & Telegraph Co. ...	Long Distance Only	Theodore G. Miller, President	New York, N. Y.
Blackstock Telephone Exchange	Blackstock, S. C.	Mrs. Mae McK. Weir, Proprietor	Blackstock, S. C.
Bowman Telephone Company	Bowman, S. C.	Geo. W. Weathers, Manager	Bowman, S. C.
Campobello Telephone Company	Campobello, S. C.	J. H. Bishop, Proprietor	Campobello, S. C.
Cassels Telephone Company	Ellenton, S. C.	W. B. Cassels, Proprietor	Ellenton, S. C.
Caw-Caw Telephone Company	St. Matthews, S. C.	P. L. Geiger, President	St. Matthews, S. C.
Central Telephone Company	Central, S. C.	T. A. Folger, President	Central, S. C.
Central Carolina Telephone Company ..	Chesterfield, Jefferson, McBee, Page- land, Ruby, S. C.	R. S. DuRant, General Manager	Southern Pines, N. C.
Chesnee Telephone Company	Chesnee, S. C.	H. W. Askins, Manager	Chesnee, S. C.
Chester Telephone Company	Chester, S. C.	J. M. Bell, Manager	Chester, S. C.
Citizens Telephone Company	Lexington, S. C.	S. B. George, Manager	Lexington, S. C.
Coastal Telephone Company	Beaufort, Branchville, Estill, Hamp- ton, Holly Hill, Ridgeland, S. C. ...	R. S. DuRant, General Manager	Southern Pines, N. C.
Cope Telephone Company	Cope, S. C.	James L. Wilkes, Proprietor	Cope, S. C.
Cordova Telephone Company	Cordova, S. C.	C. C. Zeigler, Manager	Cordova, S. C.
Due West Telephone Company	Due West, S. C.	G. Henry Bowie, Manager	Due West, S. C.
Ehrhardt Telephone Company	Ehrhardt, S. C.	Mrs. J. E. Folk, Manager	Ehrhardt, S. C.
Elloree Telephone Company	Elloree, S. C.	J. P. Ruple, Manager	Elloree, S. C.
Eutawville Telephone Company	Eutawville, S. C.	George W. Creech, Manager	Eutawville, S. C.
Fort Mill Telephone Exchange	Fort Mill, S. C.	S. L. Meacham, Proprietor	Fort Mill, S. C.
Gray Court Telephone Company	Gray Court, S. C.	J. B. Owings, Proprietor	Gray Court, S. C.
Great Falls Telephone Company	Great Falls, S. C.	F. E. Vantine, Treasurer	Great Falls, S. C.
Greeleyville Telephone Company	Greeleyville, S. C.	W. B. Browder, Manager	Greeleyville, S. C.
Greenwood Telephone Exchange	Greenwood, S. C.	C. B. Barksdale, Secretary	Greenwood, S. C.
Home Telephone Company	Cross Hill, S. C.	C. B. Barksdale, Secretary	Greenwood, S. C.
*Home Telephone Company	Andrews, Georgetown, Myrtle Beach, S. C.	A. G. Trenholm, Secretary	Georgetown, S. C.
Home Telephone Company	Loris, S. C.	G. H. Todd, Manager	Loris, S. C.
Home Telephone Company	Norway, S. C.	T. B. Phin, Manager	Norway, S. C.
Independent Telephone Company	Lake City, S. C.	W. Lee Flowers, Secretary	Lake City, S. C.
Independent Telephone Company	Ninety Six, S. C.	W. B. Jeter, Secretary	Ninety Six, S. C.
Independent Telephone Company	Pinewood, S. C.	T. B. Smith, Proprietor	Pinewood, S. C.
Inman Telephone Exchange	Inman, S. C.	R. D. Hicks, Proprietor	Inman, S. C.
Island Telephone Company	Martins Point, S. C.	D. Q. Towles, President	Martins Point, S. C.
Kershaw Telephone Company	Kershaw, Heath Springs, S. C.	H. L. McPherson, Treasurer	Kershaw, S. C.
Lancaster Telephone Company	Lancaster, S. C.	J. Carter Thomasson, Secretary	Lancaster, S. C.
Macky-Jones Telephone Company	Liberty Hill, S. C.	R. C. Jones, Secretary	Liberty Hill, S. C.
Mayesville Telephone Company	Mayesville, S. C.	N. W. James, Manager	Mayesville, S. C.

TELEPHONE COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1937—Continued

Name of Company	Exchanges	Managing Officer	Postoffice Address
Monarch Mills Telephone Company	Lockhart, S. C.	J. Roy Fant, Ass't Treasurer	Lockhart, S. C.
Polk County Telephone Company	Landrum, S. C.	R. H. Brady, Secretary	Tryon, N. C.
Pond Branch Telephone Company	Gilbert, S. C.	Ernest F. Smith, Manager	Gilbert, S. C.
Ridge Spring Telephone Company	Ridge Spring, S. C.	J. W. McCartha, Manager	Ridge Spring, S. C.
Ridgeway Telephone Company	Ridgeway, S. C.	D. W. Ruff, Manager	Ridgeway, S. C.
Rock Hill Telephone Company	Rock Hill, S. C.	E. L. Barnes, President	Rock Hill, S. C.
Saluda Telephone Exchange	Saluda, S. C.	Broad River Power Company	Columbia, S. C.
Santee Cooper Package Company	Moncks Corner, S. C.	W. A. Corbett, President	Moncks Corner, S. C.
Southern Bell Tel. & Tel. Company	Aiken, Allendale, Anderson, Bamberg, Barnwell, Batesburg, Belton, Ben- nettville, Blacksburg, Blackville, Blenheim, Camden, Charleston, Cheraw, Clemson College, Clinton, Clio, Clover, Columbia, Cowpens, Darlington, Denmark, Dillon, Easley, Edgefield, Florence, Gaffney, Granite- ville, Greenville, Greer, Hartsville, Hickory Grove, Honea Path, John- ston, Jonesville, Latta, Leesville, Liberty, Marion, McColl, Mullins, Newberry, Orangeburg, Pelzer, Pen- dleton, Pickens, Piedmont, Pros- perity, Seneca, Spartanburg, St. George, Summerville, Timmonsville, Union, Walhalla, Westminster, Whit- mire, Williamston, York, S. C.		
S. C. Continental Telephone Co.	Abbeville, Bishopville, Calhoun Falls, Conway, Fountain Inn, Kingstree, Lake City, Lamar, Laurens, Manning, McCormick, Olanta, Summerton, Sumter, Winnsboro, Woodruff, Walterboro, S. C.	Ben S. Reed, President	Atlanta, Ga.
Southeastern Telephone Co. of A.	Cameron, Fairfax, North, Springfield, St. Matthews, S. C.	L. E. Winget, General Manager	Sumter, S. C.
Starr Telephone Company	Starr, S. C.	W. E. Glisson, General Manager	Tallahassee, Fla.
Swansea Telephone Company	Swansea, S. C.	A. G. Thompson, Proprietor	Starr, S. C.
Trenton Telephone Company	Trenton, S. C.	B. L. Bolen, Manager	Williston, S. C.
Ware Shoals Mfg. Company	Ware Shoals, S. C.	B. L. Bolen, Manager	Williston, S. C.
Williston Telephone Company	Williston, Simpsonville, S. C.	C. P. Thompson, Vice-President	Ware Shoals, S. C.
		W. D. Black, President	Williston, S. C.

GAS UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1937

Name of Utility	Localities Served	Managing Officer	Address
Anderson Gas and Utilities Company ...	Anderson, S. C.	Marion D. Lucas, President	Florence, S. C.
Broad River Power Company	Columbia, Darlington, Florence, S. C.	N. H. Coit, V.-P., and Gen. Manager	Columbia, S. C.
Georgia Public Utilities Company	Aiken, N. Augusta, S. C.	F. L. Marshall, Manager	Augusta, Ga.
Greenwood Gas and Fuel Company	Greenwood, S. C.	Marion D. Lucas, President	Florence, S. C.
Rock Hill Gas Company	Rock Hill, S. C.	Leland Jones, Manager	Rock Hill, S. C.
South Carolina Gas Company	Gaffney, S. C.	W. O. Croft, Manager	Hendersonville, N. C.
Duke Power Company	Chester, Greenville, Spartanburg, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
South Carolina Power Company	Charleston, S. C.	E. L. Godshalk, President	Charleston, S. C.
Sumter Gas and Power Company	Sumter, S. C.	Marion D. Lucas, President	Florence, S. C.

WATER UTILITIES OPERATING IN SOUTH CAROLINA JUNE 30, 1937

Name of Utility	Localities Served	Managing Officer	Address
Carolina Utilities Company	Darlington, S. C.	J. R. Gilchrist, Manager	Darlington, S. C.
Peoples Water Service Company	Allendale, St. George, Walterboro, S. C.	F. E. Dunham, Manager	Walterboro, S. C.
South Carolina Utilities Company	Myrtle Beach, S. C.	Ralph K. Matthews, Manager	Conway, S. C.
Duke Power Company	Anderson, S. C.	E. C. Marshall, Vice-President	Charlotte, N. C.
Ocean Drive Light & Water Co., Inc. ..	Ocean Drive Beach	L. H. White, Pres. and Treas.	Wampee, S. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1937

Power Company	Territory Served	Managing Officer	Address
Belton Light & Power Company	Belton, Williamston, S. C.	Louis Seel, President and Treasurer ..	Belton, S. C.
Broad River Power Company	Ballentine, Batesburg, Blythewood, Bowman, Columbia, Carlisle, Cam- eron, Chapin, Creston, Eastover, El- lore, Irmo, Johnston, Lexington, Little Mountain, Leesville, Living- ston, Monetta, Neeses, North, Nor- way, Parler, Parr, Peak, Pelton, Perry, Pomaria, Ridge Spring, Ridge- way, Rion, Rowesville, Salley, Saluda, Santuc, Seivern, St. Mat- thews, Swansea, Trenton, Ward, Wagener, White Rock, Woodford, S. C.	N. H. Coit, V.-P. and Gen. Manager .. F. E. Brodie, President	Columbia, S. C. Leesville, S. C., R.F.D.
Brodie Light & Power Company	Gilbert, Summit, S. C.		
Carolina Power & Light Company	Andrews, Bethune, Bishopville, Blaney, Blenheim, Cades, Cheraw, Chester- field, Clio, Darlington, Dillon, Doves- ville, Elliott, Florence, Greeleyville, Hartsville, Hemingway, Jefferson, Johnsonville, Kingstree, Lanes, Lake City, Lake View, Lamar, Latta, Little Rock, Lugoff, Lynchburg, Man- ning, Marion, Mayesville, McColl, McBee, Mullins, Mt. Croghan, Nichols, Olanta, Pamplico, Pageland, Paxville, Pinewood, Ruby, Scranton, Society Hill, Sumter, Summerton, Tatum, Timmonsville, Turbeville, S. C.	L. V. Sutton, Pres. and Gen. Mgr. ...	Raleigh, N. C.
Duke Power Company	Anderson, Arcadia, Arkwright, Broad- way, Bon Avon, Boiling Springs, Blacksburg, Barksdale, Concord, Centerville, Chester, Cokesbury, Clover, Cowpens, Converse, Clifton Mills, 1 and 2, Cherokee Spring, Cedar Springs, Crescent, Cashville, Campobello, Chesnee, Campton, Cen- tral, Calhoun, Cross Hill, Cold		

	Point, Dean's Station, Duncan, Disputanta, Drayton, Evansville, Edgemoor, Enoree, Flat Rock, Fort Lawn, Filbert, Fairforest, Fountain Inn, Fingerville, Flat Woods, Greenville, Gluck Mill, Gray Gin, Greer, Glenn Springs, Glendale, Gray Court, Gramling, Gowansville, Gaffney, Grassy Pond, Honea Path, Hickory Grove, Hillcrest, Harris, Holly Springs, Haynes, Hickory Tavern, Iva, Inman, Lowrys, Lewis Turnout, Lyman, Langford Station, Landrum, Lancaster, Liberty, Laurens, Marietta, Mountain Creek, Midway, Mayo, Mauldin, Maud, McMillan, Moore, Mountville, Madden, New Prospect, Norris, Orrville, Ora, Owings, Piedmont, Pendleton, Pacolet, Pauline, Poplar Springs, Pickens, Princeton, Richburg, Rodman, Roebuck, Reidsville, Starr, Salem Church, Sandy Springs, Sharon, Smyrna, Spartanburg, Saxon, Simpsonville, Switzer, Sigsbee, Six Mile, Townville, Travelers Rest, Tucapau, Trough Shoals, Una, Valley Falls, West Greenville, Walhalla, West Union, Wellford, White Stone, Whitney, Woodruff, Whitmire, Waterloo, Ware Shoals, Watts Mill, York, S. C.		
The Electric Company	Fort Mill, S. C.	N. A. Cocke and E. C. Marshall, V-P's	Charlotte, N. C.
Heath Springs Light & Power Co.	Heath Springs, S. C.	S. L. Meacham, Manager	Fort Mill, S. C.
Jenkinsville Light & Power Co.	Jenkinsville, S. C.	E. C. Bridges, President	Heath Springs, S. C.
Kershaw Oil Mill	Kershaw, S. C.		Jenkinsville, S. C.
Lenhardt Estate	Wholesale Only	J. T. Stevens, President	Kershaw, S. C.
Lexington Water Power Company	Wholesale Only	Operated by Duke Power Company	Easley, S. C.
Lockhart Power Company	Jonesville, S. C.	N. H. Coit, General Manager	Columbia, S. C.
Lowndesville Light & Power Company ..	Lowndesville, S. C.	W. D. Dent, Assistant Treasurer	Lockhart, S. C.
Ocean Drive Light & Water Company ..	Ocean Drive Beach	C. I. Bowen, President	Lowndesville, S. C.
Pendleton Oil Mill	Townville, S. C.	L. H. White, Sec. & Treas.	Florence, S. C.
Santee Cooper Package Company	Moncks Corner, Pinopolis, S. C.	E. N. Sittton, President	Pendleton, S. C.
Santee River Hardwood Company	St. Stephens, S. C.	W. A. Corbitt, President	Wilmington, N. C.
		L. C. Gause, Manager	St. Stephens, S. C.

POWER COMPANIES OPERATING IN SOUTH CAROLINA JUNE 30, 1937—Continued

Power Company	Territory Served	Managing Officer	Address
S. C. Power Company	Aiken, Allendale, Barnwell, Beaufort, Bowyer, Blackville, Branchville, Brunson, Charleston, Cope, Cottageville, Dorchester, Dunbarton, Denmark, Edgefield, Ehrhardt, Elko, Eutawville, Estill, Furman, Fairfax, Govan, Hampton, Harleyville, Hendersonville, Holly Hill, Luray, Lodge, Meggetts, McClellanville, Mt. Pleasant, Modoc, North Augusta, Olar, Parksville, Port Royal, Reevesville, Ridgeland, Ridgeville, Ruffin, Rosinville, Scotia, Snellings, Springfield, Smoaks, St. George, Sycamore, Summerville, Ulmers, Varnville, Walterboro, Williston, Windsor, Yemassee, S. C.	E. L. Godshalk, President	Charleston, S. C.
S. C. Utilities Company	Conway, Loris, Myrtle Beach, S. C. ..	R. K. Mathes, V.-P. and Gen. Mgr. ..	Conway, S. C.
Twin City Power Company	Undeveloped	D. W. Robinson, Jr. (Attorney)	Columbia, S. C., also 50 Broad Street, New York City
Union Manufacturing & Power Co.	Wholesale Only	W. S. Nicholson, Vice-President	Union, S. C.
Waccamaw Power Company	R.F.D., Georgetown, S. C.	S. E. Mercer, President	Georgetown, S. C.
White's Bridge Light & Power Co.	R.F.D., Georgetown, S. C.	F. J. Tyson, President	Georgetown, S. C., R.F.D.

SYSTEM OPERATING AND GENERATING STATISTICS OF THE PRINCIPAL ELECTRIC UTILITIES AS REPORTED IN ANNUAL REPORTS TO THIS
COMMISSION PERIOD YEAR ENDING DECEMBER 31, 1936

	Belton Light & Power Co.	Broad River Power Co.	Carolina Power & Light Co.	Duke Power Company	Lexington Water Power Co.	Lockhart Power Company	South Carolina Power Co.	South Carolina Utilities Co.	Totals
Installed Generating Capacity KW—									
Steam Plants		66,000	43,000	255,750		5,000	19,842	1,800	
Hydro Plants	3,500	24,630	206,050	498,098	130,000	15,375	16,200		
Gas Engine Plants				75			290	300	
Leased Plants				2,100		1,500			
Purchased Power		*	69,000	118,800	*		13,500	200	
Max. 60 Min. System Demand During Year	3,861	90,600	**236,160	487,065	123,000	15,900	30,800	1,100	
Generation—									
Steam Power KWH		14,479,000	139,500	334,980,000		8,126,000	48,254,446	2,915,600	408,894,546
Hydro Power KWH	10,810,000	119,337,530	830,052,090	1,501,194,456	319,747,100	48,947,000	88,936,000		2,919,024,176
Gas Engine Power KWH				1,080			97,384	97,910	196,374
Leased Plants KWH						728,800			728,800
Purchased KWH		60,418,359	220,800,270	340,670,181	16,010,096		10,953,900	156,195	649,049,001
Total KWH	10,810,000	194,234,889	1,050,991,860	2,176,845,717	335,757,196	57,801,800	148,241,730	3,209,705	3,977,892,897
Output—									
Used at Station	***	1,437,112	5,288,310		708,940	882,700	2,474,740	305,496	11,097,298
Transferred							1,070,950	390,732	1,461,682
Used by Company	***	5,943,208	1,948,664	60,944,689	106,747		809,048	29,171	69,781,527
Sales	9,481,028	157,948,936	867,039,798	1,791,232,706	331,571,012	51,846,894	123,150,415	1,953,442	3,334,224,231
Total Accounted for	9,481,028	165,329,256	874,276,772	1,852,177,395	332,386,700	52,729,594	127,505,153	2,678,841	3,416,564,739
Total Unaccounted for	1,328,972	28,905,633	176,715,088	324,668,322	3,370,496	5,072,206	20,736,577	530,864	561,328,158
Percent Unaccounted for	12.30	14.99	16.90	15.58	1.30	8.91	13.99	16.50	14.11

*No Firm. **Includes demand for Dump Sales. ***No Record. ****No Meter.

CAROLINA POWER & LIGHT COMPANY

Information as to Territory Served In S. C. Period 12 Months Ending December 31st, 1936

	Customers	Kilowatt Hours	Revenue
Bennettsville, Blenheim, Cheraw, Chesterfield, Chio, Jefferson McColl, Mt. Croghan, Pageland, Ruby, Tatum	2,387	22,609,951	\$351,786.63
Darlington, Dovesville, Society Hill	1,499	7,322,634	142,756.32
Dillon, Latta, Little Rock	1,094	6,331,517	126,604.72
Cartersville, Florence, Pamplico, Sardis, Timmons ville	3,964	10,000,008	319,584.11
Bethune, Bishopville, Elliott, Hartsville, Lamar, Lynchburg, McBee	2,723	24,380,454	353,194.42
Andrews, Cades, Cowards, Gable, Greeleyville, Hemingway, Johnsonville, Kingstree, Lake City, Lanes, Manning, Olanda, Salters, Scranton, Summerton, Turbeville	2,706	4,559,969	171,489.93
Aynor, Fork, Lake View, Marion, Mullins, Nichols, Sellers	2,125	4,665,726	143,911.89
Blaney, Camden, Hagood, Lugoff, Mayesville, Paxville, Pine- wood, Rembert, Sumter, Wedgefield	3,032	17,156,470	363,496.01
TOTAL	19,530	97,026,729	\$1,972,824.03

SOUTH CAROLINA POWER COMPANY

Information as to Territory Served in S. C. Period 12 Months Ending December 31st, 1936

	Number of Customers	Kilowatt Hours	Amount of Revenue
District Number 1	14,740	42,902,380	\$1,308,607.89
District Number 2	1,699	3,833,491	131,323.17
District Number 3	959	1,502,738	58,033.40
District Number 4	703	4,593,190	83,582.45
District Number 5	1,006	1,481,440	58,869.70
District Number 6	1,143	1,985,311	74,443.78
District Number 7	3,324	36,463,244	506,399.95
TOTAL	23,574	92,761,794	\$2,216,260.34

Towns comprising districts are as follows:

- District No. 1—Charleston, Meggett, Mt. Pleasant, McClellanville, Ridgeville, Summerville, and other small communities.
- District No. 2—Walterboro, Beaufort, Yemassee, Ridgeland, Cottageville, Port Royal, Hendersonville, Hardeeville, and other small communities.
- District No. 3—Branchville, Holly Hill, St. George, Harleyville, Eutawville, Reevesville, Rosinville, Dorchester and other small communities.
- District No. 4—Denmark, Cope, Olar, Ehrhardt, Govan, Lodge, Smoaks, Ruffin, and other small communities.
- District No. 5—Barnwell, Blackville, Springfield, Williston, Elko, Windsor, Dunbarton, and other small communities.
- District No. 6—Allendale, Fairfax, Brunson, Varnville, Hampton, Estill, Furman, Luray, Scotia, Sycamore, Ulmers, and other small communities.
- District No. 7—Aiken, North Augusta, Edgefield, Modoc, Bowyer, Parksville, Snelling, Calhoun Falls, and other small communities.

DUKE POWER COMPANY

Information as to Territory Served in S. C. Period 12 Months Ending December 31st, 1936

	Number of Customers	Kilowatt Hours	Amount of Revenue
Abbeville	1	2,213,760	\$24,270.28
Anderson	4,590	22,063,278	392,402.86
Blacksburg	308	2,995,533	41,578.68
Campobello	1,684	16,687,029	198,513.09
Central	311	611,186	17,375.95
Chester	2,140	3,624,636	112,895.48
Clover	433	505,818	20,232.99
Donalds	1	62,250	1,302.18
Due West	1	304,600	4,112.13
Easley	1	1,828,240	21,334.68
Fountain Inn	1,199	9,277,548	131,590.14
Fort Lawn	84	36,886	1,717.43
Gaffney	384	18,349,580	199,129.62
Greer	1,387	3,676,334	71,892.14
Greenwood	1	5,452,960	56,252.40
Greenville	12,648	26,277,372	827,732.35
Honea Path	424	571,782	21,844.61
Hickory Grove	102	61,958	2,840.26
Iva	224	272,863	9,452.40
Liberty	538	532,067	21,918.53
Landrum	316	421,043	13,915.78
Lancaster	1,258	1,769,826	60,772.05
Laurens	777	4,340,954	70,724.16
Newberry	1	2,303,433	25,734.96
Ninety Six	1	753,930	10,006.57
Pendleton	223	231,980	9,206.39
Pickens	436	571,347	20,364.55
Prosperity	1	357,408	4,817.55
Rock Hill	1	5,732,520	58,629.06
Seneca	1	1,602,720	17,917.80
Sharon	146	92,732	4,276.98
Spartanburg	8,629	25,377,701	608,642.52
Simpsonville	334	393,941	14,661.31
Walhalla	522	514,236	21,821.37
Whitmire	224	415,097	13,452.00
Westminster	1	486,640	6,165.21
York	677	960,372	34,993.04
Miscellaneous Sales	40,009	161,731,540	\$3,174,549.50
	272	486,302,351	4,264,226.78
TOTAL	40,281	648,033,891	\$7,438,776.28

Greenville includes: Greenville, West Greenville, Marietta, Travelers Rest, Piedmont.

Anderson includes: Anderson, Starr, Townsville, Deans Station, Gluck Mill, Orr Mill, Flat Rock, Mt. Creek, New Prospect, Concord, Salem Church, Broadway, Gray Gin, Evansville, Centerville.

Chester includes: Chester, Richburg, Lowrys, Edgemoor, Rodman, Lewis.

Iva includes: Iva, Pendleton, Walhalla, West Union, Midway, Honea Path, Sandy Springs, Cokesbury.

York includes: York, Sharon, Hickory Grove, Smyrna, Filbert.

Spartanburg includes: Spartanburg, Cowpens, Pacolet, Glenn Springs, Duncan, Wellford, Converse, Clifton Number 1, Clifton Number 2, Glendale, Whitestone, Pauline, Roebuck, Fairforest, Tucapau, Lyman, Arcadia, Cherokee Springs, Whitney, Saxon, Arkwright, Cedar Springs, Disputanta, Drayton, Hillcrest, Mayo, Bon Avon, Trough Shoals.

Fountain Inn includes: Fountain Inn, Gray Court, Simpsonville, Reidsville, Woodruff, Owings, Mauldin, Landford Station, Moore, Switzer, Enoree, Crescent, Cashville, Harris, Poplar Springs.

Campobello includes: Campobello, Inman, Landrum, Chesnee, Gramling, Gowansville, Holly Springs, Valley Falls, Haynes, Boiling Springs, New Prospect, Fingerville, Sigsbee, Compton, Una, Flat Woods, McMillan, Maud.

Liberty includes: Liberty, Norris, Six Mile, Central, Calhoun, Pickens.

Gaffney includes: Gaffney, Blacksburg, Grassy Pond.

Whitmire includes: Whitmire, Newberry.

Laurens includes: Laurens, Princeton, Cross Hill, Waterloo, Mountville, Ora, Ware Shoals, Barksdale, Watts Mill, Hickory Tavern, Cold Point, Madden.

**BROAD RIVER POWER COMPANY INFORMATION AS TO TERRITORY SERVED
SOUTH CAROLINA ONLY**

Period 12 Months Ending December 31, 1936

	Number Customers	Kilowatt Hours	Amount of Revenue
*Columbia	13,897	148,735,952	\$2,392,877.68
**Eastover	164	145,127	6,927.17
Blythewood	76	47,695	2,717.85
Batesburg	502	3,162,955	54,825.34
Leesville	306	866,851	20,633.85
Prosperity Line	22	2,706	257.65
Johnston	392	518,644	18,710.00
Trenton	119	146,553	5,938.55
Monetta	48	35,197	1,471.48
Ridge Springs	182	138,016	6,565.35
Ward	34	14,080	880.20
Saluda	336	532,950	18,089.35
Chappell	59	23,488	1,440.25
Silverstreet	37	5,474	360.69
Lexington	474	539,946	20,042.22
Little Mountain	57	168,701	4,304.73
Chapin	83	56,014	2,773.45
Peak	33	11,962	722.03
Pomaria	57	41,666	1,830.84
Carlisle	51	40,018	1,925.64
Santuck	22	16,497	860.35
White Rock	26	16,006	952.69
Ballentine	96	42,168	2,450.11
St. Matthews	381	658,201	24,008.69
Elloree	210	203,418	8,857.28
Cameron	146	119,801	5,830.57
Bowman	122	138,976	5,867.97
Rowesville	66	65,580	2,664.27
Preston	26	23,908	1,177.34
Parler	17	20,754	1,102.70
Fort Motte	36	31,114	1,438.80
North	184	219,536	8,650.28
Swansea	179	144,967	6,571.33
Woodford	37	11,932	702.48
Livingston	26	7,898	498.29
Neeses	48	43,508	1,890.25
Norway	85	125,760	4,665.70
Gaston	18	4,788	352.73
Wagener	157	161,198	7,145.93
Perry	26	44,380	1,403.13
Salley	91	102,068	4,267.07
Pelion	53	38,662	1,799.10
***Seivern	30	35,491	1,219.29
Ridgeway	109	120,746	5,646.25
Irmo	65	82,568	3,383.65
Rion	86	185,212	5,040.63
Parr	21	33,086	1,308.35
Monticello	33	8,085	517.81
Shelton	28	3,033	212.21
TOTAL	19,353	157,948,936	\$2,673,779.57

* Columbia includes New Brookland, Cayce, Eau Claire, Arden, Dents, Pontiac.

** Eastover includes Lykesland, Hopkins.

*** Seivern includes New Holland.

**LIST OF CERTIFICATES OF PUBLIC CONVENIENCE AND
NECESSITY IN EFFECT IN SOUTH CAROLINA**

JUNE 30, 1937

Class A

(Authorizing the transportation of passengers over regular route upon regular schedule).

Cert. No.	Name of Operator	Operating Between
142	Atlantic Greyhound Corporation Charleston, West Virginia	N. C.-S. C. State Line and Charleston, S. C. via Little River, Myrtle Beach, Conway, and Georgetown.
143	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Bennettsville, Florence, Kingstree, Charleston and Walterboro.
144	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, Hartsville, Sumter, Manning, St. George and Walterboro.
145	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Lancaster, Camden, Sumter, Manning, St. George, and Walterboro, and via Rock Hill, Lancaster, Camden.
146	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Cheraw, Camden, Columbia and Aiken.
147	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Rock Hill, Chester, Columbia, and Aiken, and via Johnston, Edgefield and Aiken.
148	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Travelers Rest, Greenville, Greenwood, and Edgefield, and via Greenwood and McCormick.
149	" " "	N. C.-S. C. State Line and S. C.-Ga. State Line, via Gaffney, Spartanburg, Greenville, Easley and Westminster and via Easley, Pickens and Liberty.

Cert. No.	Name of Operator	Operating Between
150	" " "	Charleston, S. C. and the S. C.-N. C. State Line, via Summerville, Orangeburg, St. Matthews, Columbia, Greenville and Travelers Rest.
151	" " "	Columbia and Florence, S. C. via Sumter and Timmons ville.
152	" " "	Columbia and Florence, S. C. via Bishopville, Hartsville and Darlington.
153	" " "	Myrtle Beach and Georgetown, S. C.
154	" " "	Yemassee and Beaufort, S. C. to Paris Island, via Burton.
155	" " "	Cheraw and Dillon, S. C. via Bennettsville and Clío.
95	E. A. Bissonette Charleston, S. C.	Charleston and North Charleston, S. C.
66A	Carolina Motor Bus Line Anderson, S. C.	Anderson and Newberry, S. C.
16A	Carolina Scenic Lines McDuff Turner, Owner Spartanburg, S. C.	Spartanburg and Union, S. C., via Jonesville.
31A	" " "	(Rutherfordton) N. C.-S. C. Line and Spartanburg, S. C.
33A	" " "	Spartanburg and Union, S. C., via Pauline, S. C.
67A	" " "	Spartanburg and Clinton, S. C.
79A	" " "	Clinton, S. C. and S. C.-Ga. Line (Augusta).
100A	" " "	Union and Columbia, S. C.
18	McDuff Turner, Spartanburg, S. C.	(Tryon) N. C.-S. C. Line and Spartanburg, S. C.
19	" " "	Spartanburg and Laurens, S. C.
137	Carolina Scenic Coach Lines, Spartanburg, S. C.	Salem, S. C. and Bookman, S. C. via Winnsboro, S. C.
138	Carolina Stages, Spartan- burg, S. C.	Anderson, S. C. and Rock Hill, S. C. via Belton, Laurens, Union and Chester. (Restricted).

Cert. No.	Name of Operator	Operating Between
140	" " "	Lockhart, S. C. and York, S. C. via Sharon.
124	J. J. Cook, Iva, S. C.	Anderson and Calhoun Falls, S. C.
7A	Eagle Bus Lines, Inc. Greenville, S. C.	Greenville and Columbia, S. C.
126A	" " "	Greenwood and Greenville, S. C., via Abbeville, Due West, Donalds, Honea Path, and Williamston, S. C.
44A	Edwards and Holleman, Seneca, S. C.	Anderson and Walhalla, S. C.
139A	Florence Bamberg Coach Line	Bamberg and Florence, S. C., via Orangeburg, Elloree, Parler, Manning, Olanta, and Effingham, S. C.
120	Fort Sumter Navigation Tours, Charleston, S. C.	Mt. Pleasant, Ferry Wharf and a point seven miles north on Highway No. 40.
123	" " "	Ferry Wharf, Mt. Pleasant and Station 28½, Sullivan's Island.
57C	Gray Line Tours Inc., Charleston, S. C.	Isle of Palms and Charleston, S. C.
10	Inter-Carolinas Motor Bus Company, Inc., Gastonia, N. C.	(Gastonia) N. C.-S. C. State Line and Rock Hill, S. C.
26A	" " "	Saluda, S. C. and Greenwood, S. C.
45B	" " "	Anderson, S. C. and S. C.-Ga. State Line (Athens)
70A	" " "	Whitmire and Greenwood, S. C.
76	" " "	York and Chester, S. C.
78A	" " "	Saluda and Batesburg, S. C.
84A	" " "	Whitmire and Chester, S. C.
89A	" " "	Batesburg and Columbia, S. C.
90	Inter Carolinas Motor Bus Co., Gastonia, N. C.	York, S. C. and S. C.-N. C. State Line, Charlotte, N. C.
91	" " "	Greenwood, S. C. and S. C.-Ga. State Line (Athens).

Cert. No.	Name of Operator	Operating Between
111B	Pan American Bus Lines, Charlotte, N. C.	Columbia, S. C. and the S. C.-Ga. Line (Savannah), via Swansea, Blackville and Fairfax.
*134	" " "	S. C.-N. C. Line (New York City) and S. C.-Ga. Line (Miami, Fla.) via Fort Mill, Rock Hill, Chester, Columbia, Barnwell and Fairfax, S. C.
141	Pee Dee Coach Line, Flor- ence, S. C.	Florence and Georgetown, S. C. via Pamplico, Johnsonville and Hem- ingway.
14A	Piedmont Transportation Co., Inc., Union, S. C.	Union and Lancaster, S. C.
83	" " "	Lancaster, S. C. and S. C.-N. C. Line (Monroe, N. C.)
94	" " "	Enoree and Greenville, S. C.
97A	" " "	Enoree and Union, S. C. via Cross Anchor.
93	Queen City Coach Co., Inc. Charlotte, N. C.	Florence, S. C. and S. C.-N. C. Line (Lumberton).
128	" " "	Bennettsville and the N. C.-S. C. Line (Charlotte) via Cheraw.
131B	" " "	Cheraw and Myrtle Beach, via Ben- nettsville, Society Hill, Hartsville, Darlington, Florence, Marion, Mul- lins, and Conway, S. C.
132	" " "	Florence, S. C. and S. C.-N. C. Line (Charlotte) via McBee and Page- land, S. C.
23B	Red Top Bus Line, Green- ville, S. C.	Greenville and Anderson, S. C.
87A	" " "	Williamston and Greenville, S. C.
92	" " "	Anderson and Williamston, S. C.
133	Smoky Mountain Stages, Inc.	Anderson and N. C.-S. C. Line (Bre- vard).
102A	Southeastern Stages, Inc. Atlanta, Ga.	S. C.-Ga. Line (Augusta) and Char- leston, S. C., over U. S. Highway 78.

Cert. No.	Name of Operator			Operating Between
109A	Southeastern Atlanta, Ga.	Stages	Line,	S. C.-Ga. Line (Atlanta) and S. C.- Ga. Line (Savannah), via Allendale, Hampton and Hardeeville.
77	Stokes Bus Line, S. C.	Columbia,		Barnwell and Columbia, S. C.
*117	"	"	"	Williston, S. C. and S. C.-Ga. Line (Augusta).
135	"	"	"	Columbia and Georgetown, S. C. via Sumter, Manning and Kingstree, S. C.
30A	Hamish Turner, S. C.	Spartanburg,		Newberry and Union, S. C. via Whit- mire.
129	"	"	"	Newberry and Saluda, over Highway 19.

Class B

(Authorizing the transportation of passengers over regular route but not upon regular schedule).

1A	Gray Line Tours Inc., Charles- ton, S. C.	Charleston and Folly Beach. Charleston and Magnolia Gardens. Charleston and Middleton Place Gar- dens. Charleston and Summerville, S. C.
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Class D

(Authorizing the transportation of freight over regular route upon regular schedule).

60A	A. A. A. Highway Express, Atlanta, Ga.	(Atlanta) Ga.-S. C. Line and Green- ville, S. C. via Anderson.
50	Due West Railway, Due West, S. C.	Due West and Donalds, S. C.
*92	E. T. and W. N. C. Motor Transportation Company, Johnson City, Tenn.	Laurens, S. C. and S. C.-N. C. Line (Johnson City, Tenn.)
67A	Fort Sumter Navigation Tours, Inc., Charleston, S. C.	Ferry Wharf, Mt. Pleasant and Isle of Palms, S. C.
33	J. D. Holly, Meggetts, S. C.	Yonges Island and Charleston, S. C.

Cert. No.	Name of Operator	Operating Between
64B	Inland Waterways Transportation Company, Georgetown, S. C.	Charleston and Conway, S. C. via Plantersville, and return via Myrtle Beach and Murrells Inlet.
90	" " "	Georgetown and Kingstree, S. C.
87	Long Motor Lines, Greenwood, S. C.	Greenville and Greenwood, S. C.
101	Lowe's Transfer, Aiken, S. C.	Columbia, S. C. and S. C.-Ga. Line (Augusta) via Edmund, Wagener, Perry, Salley, Springfield and Aiken, S. C.
48	Milk Transport Company, Denmark, S. C.	Lees and Charleston, S. C.
26A	Miller Motor Express, Charlotte, N. C.	Chester, S. C. and the S. C.-N. C. State Line (Charlotte, N. C.)
*58	" " "	S. C.-N. C. Line (Charlotte) and the S. C.-Ga. Line (Atlanta) via U. S. 29.
20	Murray and Byrd, St. George, S. C.	Grover and Charleston, S. C.
73	New South Express Lines, Columbia, S. C.	Bowman and Charleston, S. C. via Branchville.
74	" " "	Bowman and Charleston, S. C. via Holly Hill.
75	" " "	Charleston and Westminster, S. C. via Orangeburg, Columbia and Greenville.
76	" " "	Columbia and S. C.-Ga. Line (Augusta) via Batesburg, Ward and Edgefield.
77A	" " "	Batesburg, S. C. and S. C.-Ga. Line (Augusta) via Aiken, Vaulcluse, Warrenville, Graniteville, Langley, Bath and Clearwater.
78	" " "	Orangeburg, S. C. and the intersection of State Highways 3 and 2.
79	New South Express Lines, Columbia, S. C.	Anderson and the S. C.-N. C. Line via Greenville, Spartanburg and Gaffney.

Cert. No.	Name of Operator	Operating Between
80	New South Express Lines, Columbia, S. C.	Greenwood, S. C. and S. C.-N. C. Line, over U. S. No. 221.
81A	" " "	Union, S. C. and S. C.-N. C. Line, via Pauline, Spartanburg, and Lan- drum, and via Jonesville and Paco- let
*82B	" " "	Columbia, S. C. and S. C.-N. C. Line (Charlotte), via Sumter, Camden, Lancaster, and return via Lancaster and Camden, S. C.
*83B	" " "	Charleston, S. C. and S. C.-N. C. Line (Charlotte) via Monck's Cor- ner, Greeleyville, Manning, Sumter, Florence, Darlington, Hartsville, Bishopville, Sumter, Camden, Lan- caster, and return via Lancaster, Camden, Sumter, Bishopville, Harts- ville, Darlington, Florence and Kingstree, S. C.
*84A	" " "	Columbia, S. C. and S. C.-N. C. Line (Charlotte), via Winnsboro, Ches- ter, York, Rock Hill, Fort Mill, and return via Fort Mill, Rock Hill, and Chester.
*85	" " "	(Augusta) Ga.-S. C. Line and (Au- gusta) S. C.-Ga. Line, via Trenton, Saluda, Ninety Six, Greenwood, Ab- beville, McCormick, Edgefield and Trenton, S. C.
86A	" " "	Greenville, S. C. and S. C.-N. C. Line (Hendersonville), via Travelers Rest.
93	" " "	Columbia and Sumter, S. C., via Cam- den.
94	" " "	Columbia and Florence, S. C., via U. S. Highway No. 76.
95	" " "	Florence and Darlington, S. C., via Marion, Mullins, Latta, Dillon, Little Rock, Clio, Bennettsville, Cheraw, and Society Hill, S. C.

Cert. No.	Name of Operator	Operating Between
96	New South Express Lines, Columbia, S. C.	Charleston, S. C. and Florence, S. C., via Monck's Corner, Kingstree, and Lake City, S. C.
97	" " "	Sumter and Sumter, S. C. (Loop) via Manning, Kingstree, Greeleyville, Wilson Mill, Summerton and Pax- ville.
98	" " "	N. C.-S. C. Line (Charlotte), and Camden, S. C., via Lancaster and Kerhsaw, S. C.
99	" " "	Sumter and Florence, S. C., via Bish- opville, Hartsville and Darlington.
102	" " "	Manning and Effingham, S. C., via Olanta.
103	" " "	Sumter and Lake City, S. C., via Olanta.
21B	Nilson Motor Express, Wal- terboro, S. C.	Charleston, S. C. and S. C.-Ga. State Line (Savannah).
35A	" " "	Walterboro and Charleston, S. C.
39A	" " "	Walterboro, S. C. and S. C.-Ga. Line (Savannah).
*88	Nilson Motor Express	S. C.-Ga. Line (Augusta) and POCO- taligo, S. C., and Columbia, S. C., via Hampton, Bamberg, Denmark, Blackville, Williston and Aiken, and return via Allendale and Hampton, and via Aiken, Bamberg, Orange- burg, and St. Matthews.
*89A	" " "	Charleston, S. C. and S. C.-Ga. Line (Savannah), via Meggetts, Jack- sonboro, Pocotaligo, Ridgeland, and return via Walterboro, S. C.
100	Pickens Railroad Company, Pickens, S. C.	Pickens and Easley, S. C.
37	B. George Price, Walterboro, S. C.	Walterboro and Smoaks, S. C.
*52	Price Transportation Line Walterboro, S. C.	S. C.-Ga. Line (Savannah) and Co- lumbia, S. C.

Cert. No.	Name of Operator	Operating Between
*53	" " "	S. C.-Ga. Line (Augusta) and Wal- terboro, S. C., via Aiken, Bamberg, and Ehrhardt, S. C.
34A	Jerry T. Riley, Ridgeville, S. C.	Summerville and Charleston, S. C.
46	" " "	Ridgeville and Charleston, S. C.
104	L. R. Powell, Jr. and Henry W. Anderson, Receivers of Seaboard Air Line Railway Company, Norfolk, Va.	Gaston, and Garnett, S. C., via Swan- sea, North, Denmark, Olar, Fairfax and Estill, S. C. (Restricted).
105	" " "	N. C.-S. C. Line (Hamlet, N. C.) and Columbia, S. C., via Cheraw, Ches- terfield, Pageland, McBee, Camden, and return via Camden, McBee and Cheraw (Restricted).
106	" " "	Greenwood and Great Falls, S. C., via Cross Hill, Clinton, and Whitmire (Restricted).
45A	South Atlantic Motor Lines, Charleston, S. C.	St. Stephen and Charleston, S. C.
70	Southeastern Express Co. Atlanta, Ga.	Abbeville and Greenwood, S. C. (Re- stricted).
72	" " "	Columbia, S. C. and S. C.-Ga. Line (Augusta) via Aiken, and also via Ward and Trenton. (Restricted).
*71	The Transportation, Inc. Burlington, N. C.	Greenville and the S. C.-Ga. Line, via Westminster.
*91	" " "	Columbia, S. C. and the N. C.-S. C. Line (Asheville, N. C.) via Green- ville, S. C.

*Authorizing interstate service only.

MOTOR TRANSPORT DIVISION
STATEMENT SHOWING RECEIPTS AND TRANSFERS TO
STATE TREASURER, JULY 1, 1936 THROUGH
JUNE 30, 1937

Revenue Receipts:

Class A Licenses	\$ 44,197.38	
Class B Licenses	177.50	
Class C Licenses	1,260.00	
Class D Licenses	19,279.19	
Class F Licenses	88,329.50	
Drivers' Permits	2,702.00	
<hr/>		
Total		\$155,945.57

Transfers to State Treasurer:

Motor Transportation Fund	\$155,945.57
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APPEARANCE BOND ACCOUNT JULY 1, 1936 THROUGH
JUNE 30, 1937

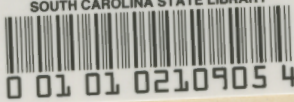
On hand July 1, 1936	\$ 1,300.00	
Collected	100.00	
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Total	\$ 1,400.00	
Less bonds refunded	100.00	
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Balance June 30, 1937		\$ 1,300.00

MOTOR TRANSPORT DIVISION
STATEMENT SHOWING COST OF OPERATION OF
DIVISION JULY 1, 1936 THROUGH JUNE 30, 1937

A-1. Salaries:	
Superintendent	\$ 2,400.00
Stenographer	1,500.00
Steno-Clerk	1,428.00
Inspectors (6)	9,600.00
A-2. Wages	104.00
A-3. Special Payments:	
Reporter	660.00
Experts and Extra Clerical Assistance	579.52
B-1. Freight, Express and Deliveries	8.70
B-2. Travel	7,500.02
B-3. Telegraph and Telephone	84.00
B-4. Repairs	8.00
B-5. Printing and Advertising	217.80
C-4. Office Supplies	1,426.50
D-1. Rents	333.33
D-2. Insurance	75.00
G-1. Office Equipment	500.48
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Total	\$26,425.35

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